

Good morning. My name is Steve Becicka, I am 42 yrs old from Oxford Ia. I am married with three children ages 14, 10, and 7. I would like to thank the committee members for allowing me to speak to you today.

I would like to start off by addressing some of the arguments you will hear today from those wishing in keeping the current rule in effect at Lake MacBride, and the misconceptions and inaccuracies of such arguments.

Let me start by saying that the size of a boat, or the size of a boats motor, has absolutely no effect on making a wake. It is the SPEED of a vessel that creates a wake. It does not matter if I am in a 20ft bass boat with a 250hp motor or a 10 ft dingy with a 3hp, neither will make a wake until they start moving. Then they both must operate at no wake speeds. ~~Their speeds will not be equal, as water displacement will not be the same.~~ Let me be very clear, speed creates a wake, not horsepower.

One argument you will hear today will be that it is too unsafe for canoeists, kayakers and sail boaters to share the lake with boats with larger motors. We share the lake in the spring and the fall with them. The first weekend of April, the U of I Sailing Club holds its Annual Hawkeye Invitational Collegiate Regatta. If we can't share the lake with them, because it is so dangerous, why wouldn't they have their regatta during the summer months, when those who have big motors on our boats aren't allowed on the lake? Additionally, my daughter attends the Clear Creek Amana school district. For their eighth grade trip, they went to Lake MacBride. They went canoeing and paddle boating before the restriction preventing me from being on the lake took effect. Why would they allow children to utilize this resource if it was so dangerous? My answer to that question is that safety is not an issue. Of the 39 boating accidents that took place on Iowa's waterways this year, only one took place on a body of water where there are no motor restrictions, but must operate at a no-wake speed. This accident involved an angler that fell overboard and drowned . There were no factors involving other vessels, motorized or non-motorized. However, I will concede that there may be safety issues when it comes to sailboats. On the U of I Sailing club website, there are photos of capsized sail boats during one of their regattas. It would appear to one that the sailboats could possibly be the hazard, not a boat with a larger than 10hp motor. Concerning safety, some have said that a boat with a big motor has the potential to go faster and that the operators will feel the need to "show off" how big and fast their boat is. To that I say, I drove here traveling 70 MPH on Interstate 80. Is the legislature going to prevent me from driving through a school zone because my vehicle has the potential of going faster than the posted speed limit? I would like to think not, and to insinuate that I will/would or could on Lake MacBride is insulting to me as well as other law abiding fisherman whose boats have motors larger than 10hp. Safety should always be a concern when boating. I am assuming that's why Iowa Code 462A.26 is already on the books. This covers right-of-way rules and speed and distance rules. Following existing Iowa Code could and possibly would prevent accidents. After all, it seems to be working on the other lakes in the state where there are no horsepower restrictions but the no-wake rule is in effect.

Another argument you will hear today will be that there are no other safe places for canoeists, kayakers, and sailboaters to go, and that Coralville Reservoir is right next door. As of today, there are currently 643 miles of designated water trails in the state with an additional 819 miles of trails under

construction. These water trails in addition to county lakes and the states lakes and rivers, it is obvious that there are more places and opportunities for canoeists and kayakers to go than there are for boats with larger than 10hp motors. Many of these trails are on waterways where the water is just too shallow for boats with motors. As for the sailboaters, once again from the U of I sailing club website, they state that they, and I quote, "occasionally travels to regattas in the Midwest. In past years members have traveled to Lake Red Rock near Knoxville, IA and to Clear Lake, IA. The Club has also taken trips to other local lakes and camped out and participated in various regional regattas." Red rock and Clear Lake are lakes where there are absolutely no restrictions on speed or motor size. As for Coralville being right next door, true, it is. And I could go there. So can the entire population of Iowa, regardless of what type of vessel they have and how large or small their motor is. But I won't go to there. It is too unsafe for me and my kids in my 17ft fishing boat. It is not because of the number of boats, or the size of the boats, or the size of the motors. It is because of the speeds of the boats. The boats on Coralville are designed for going fast. They are designed for pulling skiers and tubes. Besides, Coralville is not the fishery that Lake MacBride is. I want to fish, in my boat, with my kids, where it is safe to do so. Lake MacBride is that place. Do you know where I can't go? Lake MacBride. The only place in the state of Iowa where I can't go just because the calendar and the legislature says I can't. And don't believe that if this legislation is passed that MacBride will become as busy as Coralville. The people at Coralville are there to ski and tube and joyride and ride their jet skies, and that would be impossible to do at MacBride operating at a no-wake speed.

You will also hear from the folks that want to keep the status quo that MacBride is a "special" place and that it would be unfair to change the rules after investments in property and boats have been made. I cannot understand for the life of me, how my fishing on Lake MacBride with a motor larger than 10hp on my boat, traveling at a no-wake speed, will cost anyone with property on Lake MacBride any money. This rule change will cost absolutely nothing to anyone. I am sure, however, there is an economic impact felt when many fishermen aren't allowed to utilize MacBride during the summer. I know when I go fishing to MacBride, I stop in North Liberty. If I have my kids with me, I am buying bait, ice, pop, chips, and fuel. I'm sure in the commotion I've forgotten a bait bucket or a life jacket, so I'll buy another one. I'm spending at least \$30 before I even get to the lake, and you know the kids will be hungry on the way home so I will stop and get them something to eat. Add another \$20 for dinner and I'm up to \$50. Granted, not every trip is going to cost me that, but there are 3 plus months that I'm not spending a nickel in North Liberty. The opponents of this bill say also MacBride is special because it is a quiet peaceful place. I agree, it certainly is quiet and peaceful. If any of the members of the committee was ever taken fishing as a child, one of the very first things I am sure you were told was "SSHHH, quiet, you'll scare the fish". Fishermen in their boats, fishing with or without their children, with a couple of buddies, with their wives, or fishing alone are not going to be disruptive. They don't want to scare the fish. Perhaps, they also say it is special because they don't feel they have to comply with the regulations currently in place. When a regatta is to be held on state waters, a permit must be applied for and issued at least 30 days in advance. When this was not done in April, and it was brought to the Uof I Sailing Clubs attention, a phone call was made, and within 12 hours a "special" permit was issued by the DNR. When it was brought to the DNR's attention that many of the privately owned docks on MacBride did not have their permit number posted as required, or did not even have a permit, not a

single citation was issued. They were given “special” treatment and several months to comply. It should not be the DNR’s responsibility to research whether or not an owner of a dock does or does not have a permit. A citation should be issued and it should be the dock owners responsibility to prove they had the permit. On the 4th of July, a boat parade was held at Lake MacBride along with fireworks. When inquiring as to whether a permit had been applied for, it was discovered that a permit had been issued for the fireworks, however one for the parade had not been. When talking to the same DNR officer after the 4th, I discovered that the officer was at MacBride on the 4th, however, he left 15 minutes before the parade was to take place. Just another example of MacBride and its residents being “special”. Is this what makes MacBride “special”? I sure hope not. As for the investments made in the boats, what about the investments I and others have made in our boats? In order to comply with the special regulations on special Lake MacBride, according to NADA guide, a new 9.9 hp Yamaha has an average retail price of \$3040. The suggested list price, according to NADA, of the same ten year old motor, is \$2290. A significant amount of money, and that’s does not include purchasing the accessories required to get the motor mounted on a boat. I and others in these tough economic times cannot afford to spend that kind of money to comply with this special regulation. As I stated earlier, changing this regulation would not cost anyone any money. With all of the tough decisions currently confronting the legislature, this seems an easy decision to make. After all, this same issue has come up in the legislature, in some form or another, every year for the last 25 years. The time is now to make a change.

Most politicians say they get into politics to make a difference. Allowing the current regulation to continue as is, is not making a difference. Continuing to use taxpayer monies to maintain Lake MacBride, but restricting taxpayers from utilizing the lake, just because of the size of a motor, is not making a difference. Millions of taxpayers dollars have been spent on Lake MacBride to improve fishing habitat and to control shoreline erosion. Let the taxpayers who help pay for MacBride, use MacBride, at a no-wake speed year around.

Thank you for giving me the opportunity to speak to you today.